

Men's Winter Wear.

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CASH CIRCUIT CHASERS

In a Merry Mix-Up With Managing Mogul Mott.

REFRACTORY RIDERS REBEL

Crack Cyclists Conspire Against L. A. W. Chairman—The Ambitions of George Banker—National Championship Table and Standing of the Middle-Distance Riders.

The refractory cash-chasers of the national circuit and Chairman Albert Mott, of the League of American Wheelmen racing board, have had their first clash. Honors are even at the present time, each side having scored a decisive blow. In the first place, a few of the racing men, evidently believing the advice of a fool to be better than no advice at all, permitted one of their representatives to injudiciously use his gift of gab to such an extent that summary action was taken by the racing board, which resulted in the suspension of eight of the best-known professionals in the country for training in a suspicious manner. This happened just previous to the Trenton national circuit meet, which was scheduled for last Monday, but which was postponed. The thought of escaping championship points and large wads of coin of the realm which had been offered for entertainment at this meet, seemed to completely stun the racetrackmen, and they hastened to the Jersey capital, where a pow-wow was promptly held.

It was firmly believed by the men who had been suspended that the remaining professionals would follow them into the wilderness, but the flow of eloquence which flowed from the lips of their supporters was not sufficient to win the support of the other riders, who, seeing an opportunity to increase their lead in the percentage table, while adding materially to their exchange, remained true to the governing body, and left their companions in the lurch. It was at this point, however, that the racing men won their first point.

Having been denied admission to the track through their suspension, Mr. Mott, evidently sympathizing with the promoters who had advertised the appearance of the stars who were suspended, suspended, decided to inflict a reasonable sum for the offense of training on a suspended track, but this was done only after proof had been obtained from a number of men on another and a more serious charge, which will later be brought before the board for action, and which will, no doubt, prove a serious matter to the men involved. The promoters of the race, in order to successfully carry out their race, paid the fines imposed and the men were permitted to ride. This the racing men were to be a signal victory for themselves.

The Next Move. It is now up to the racing board again, however, and probably before the week is out these same men will be brought up on more serious charges. These charges will be based on the actions of the men who attempted to organize a conspiracy against the League of American Wheelmen among the professionals, and these charges are pressed—and there is every reason to believe that they will be—the same men who suffered the brief suspension. This the racing men feel the heavy hand of the racing law.

It is a significant fact, however, that the men who were suspended and who worked most valiantly for their cause at Trenton had the least success in the art of persuasion. The men who had not been suspended were not anxious to suffer in this manner, and there were absolutely no recruits to the ranks of the cash-chasers from among the men in good standing. This shows very conclusively that it will be a hard matter to get men to follow the lead of the small band who have acted so unwisely during the past few days, and whose efforts have been directed exclusively to benefiting themselves and not the cause which they represent. It is always unwise to talk too freely and especially in this case when he who does the talking shows so plainly the weakness of the cause he is trying to persuade. This has been manifest all during the present meeting of the two parties.

The Racing Men's Claims.

The racing men claim that they have been judged unwisely by the racing board, and that the decisions rendered against them have been in many cases positively unjust. They assert that the organization with whom they will affiliate will do better by them than the racing board of the present organization has done. Taking the figures of the existing championship table and it is seen that the League of American Wheelmen has forced the promoters to give thirty-five championship races, in which the first prize in every case has been \$150, and other prizes for the next two or three men. This represents in round figures, \$3,000 for which the thirty or forty men have competed. Beside this, at each National Circuit meet there have been handicaps and open races, at which the prizes have averaged \$200 for the race. This adds to the total national circuit a total of \$20,000 at national circuit

meets only. The organization under whose auspices the outlaws races are supposed to be run, has not given a prize over \$150 this year, and only then in one or two instances for the sprinters. They have done so only in the championship races, while at their regular races they have forced the prize down to \$50 for a first prize and \$25 for a second. This is why the cracks will have to submit to it if they are successful in their fool-hardy attempt to fly to the hills they know not of.

The only changes that can be surmised during the past season in cycle racing have been another organization controlling the sport would be that the tracks which are now under suspension for failure to pay these racing men who now ride up and down the country, those that lay the golden eggs would still be in good standing, while that promoting association whose sanction privilege has been revoked, for failure to live up to contracts made, would be enjoying all the delights of personal protection, and the forty racing men concerned in the case have been effectively disposed of.

At the last meeting of the International Cyclists' Association a most important measure was introduced and passed, which will materially affect the forthcoming fight between the League of American Wheelmen and the "outlaws." The resolution is as follows: "Any rider coming in a foreign country places himself under the jurisdiction of that country." If a French racing man should come to America and ride in the six-day race which is unannounced by the League of American Wheelmen, he may be suspended by the League of American Wheelmen, and being suspended by the American organization, he has no standing on any foreign tracks until the American suspension is raised. This is a picture worthy of contemplation, and one that must awaken a sensible man to common sense.

The L. A. W. Resists the L. A. W. At the last meeting of the International Cyclists' Association a most important measure was introduced and passed, which will materially affect the forthcoming fight between the League of American Wheelmen and the "outlaws." The resolution is as follows: "Any rider coming in a foreign country places himself under the jurisdiction of that country."

The Western Suspensions. The first notable outlaw race has not been as momentous as it was believed they would. In Denver a few days ago a Sunday race meeting was held, at which time it was predicted that the finish of the racing circuit by the L. A. W. was plainly in sight.

The race was fairly interesting, but hardly more than 2,000 persons witnessed the events, while the racing men suffered physically as well as financially. The chief event of the day was a five-mile race between Hughes and Dasey, and while Hughes was leading by a good margin he fell from his wheel and was badly injured. The race was so close that he was able to ride for some time to come.

Following this, as the big race was run for a percentage of the gate receipts, it was seen that the race was a financial failure, and thus another burden was added to the list. Several of the amateurs fell and were badly injured, while others, who were on the track, were suspended along with the rest. In this class is found W. W. Hamilton, who is the champion of the world, and who was suspended from meeting the best unpaced and paced riders, as he anticipated.

After it was seen that the meeting was a financial failure, with little prospects of another race being given soon, a number of the riders appealed to the local L. A. W. representative and begged that their suspensions be reduced in view of the fact that they pleaded guilty and promised future obedience, but this request was denied.

American to win this championship, the first having been won by Arthur A. Zimmerman, when the championship races were held at Chicago in 1895.

Position.	Name.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	10th.	11th.	12th.	13th.	14th.	15th.	16th.	17th.	18th.	19th.	20th.	21st.	22nd.	23rd.	24th.	25th.	26th.	27th.	28th.	29th.	30th.
1.	Bald	6	4	4	4	2	135																								
2.	McFarland	5	3	3	3	0	120																								
3.	Knibbe	2	2	2	2	1	132																								
4.	Genitor	3	5	5	5	3	4	91																							
5.	Freeman	0	6	2	5	4	4	88																							
6.	Stevens	1	1	3	0	0	19																								
7.	Martin	1	1	3	0	0	19																								
8.	Metzner	0	0	0	0	1	18																								
9.	Edson	0	0	0	0	1	18																								
10.	Butler	1	0	0	1	1	9																								
11.	Butler	1	0	0	1	1	9																								
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27.	Butler	1	0	0	1	1	9																								
28.	Butler	1	0	0	1	1	9																								
29.	Butler	1	0	0	1	1	9																								
30.	Butler	1	0	0	1	1	9																								

The Middle-Distance Table.				
	Won.	Lost.	Pct.	
McDuffee	9	0	1.000	
Church	1	0	1.000	
Bourtole	1	0	1.000	
Fisher	1	0	1.000	
Gibson	1	0	1.000	
Johnson	5	1	.833	
Smith	2	1	.666	
Waller	2	1	.666	